

AMENDMENTS TO THE CLAIMS

Please amend claims 9 and 11-12; cancel claims 1-8 and 19-21; and add new claims 22-34 as follows:

1-8 (canceled)

9. (currently amended) A damped gear train comprising:

an output gear mounted to an output shaft, the output shaft extending through the output gear and includes a distal end having a first female splined hole that terminates at a closed end within the output shaft,

a second idler gear mounted to an idler shaft, the idler shaft extending through the second idler gear and has a distal end that having a second female splined hole that terminates at a closed end within the idler shaft,

an output pulley mounted to a solid splined cam pulley shaft that extends into the first splined female hole,

a second idler pulley mounted to a solid splined second idler pulley shaft that extends into the second splined female hole,

a first idler gear disposed between and enmeshed with the output and second idler gears,

an endless belt wrapped around the output and second idler pulleys,

a first lubricant fitting connected to the distal end of the output shaft for supplying lubricant to the first splined female hole,

a second lubricant fitting connected to the distal end of the idler shaft for supplying lubricant to the second splined female hole.

10. (original) The damped gear train of claim 9 wherein the first and second lubricant fittings are connected to at least one pressurized lubricant supply.

11. (currently amended) The damped gear train of claim 9 wherein a first bleed port is disposed at the closed end of the first splined female hole has a closed end in communication with a first bleed port.

12. (currently amended) The dampened gear train of claim 9 wherein a second bleed port is disposed at the closed end of the second splined female hole ~~has a closed end in communication with a second bleed port.~~

13. (original) The dampened gear train of claim 9 including a tensioner which engages the belt.

14. (original) The dampened gear train of claim 13 wherein the tensioner includes a tensioner pulley that engages the belt.

15. (original) The dampened gear train of claim 14 wherein the tensioner pulley is connected to a tensioner arm that is connected to one of the output and second idler pulleys.

16. (original) The dampened gear train of claim 14 wherein one of the output and second idler pulleys is connected to a shield and the tensioner pulley is connected to a tensioner arm that is connected to the shield.

17. (original) The dampened gear train of claim 15 including a jack screw that engages the tensioner arm.

18. (original) The dampened gear train of claim 9 wherein the output shaft is connected to an output of a fuel injection pump.

19-21 (canceled)

22. (new) The dampened gear train of claim 9 further comprising an input gear and a third idler gear, the third idler gear disposed between an enmeshed with both the second idler gear and the input gear.

23. (new) The damped gear train of claim 9 wherein the first idler gear has a radius, the second idler gear has a radius and the output gear has a radius, the radius of the first idler gear being smaller than the radii of the output gear and the second idler gear.

24. (new) A damped gear train comprising:

an output gear mounted to an output shaft, the output shaft extending through the output gear and includes a distal end having a first female splined hole that terminates at a closed end within the output shaft,

a second idler gear mounted to an idler shaft, the idler shaft extending through the second idler gear and has a distal end that having a second female splined hole that terminates at a closed end within the idler shaft,

an output pulley mounted to a solid splined cam pulley shaft that extends into the first splined female hole,

a second idler pulley mounted to a solid splined second idler pulley shaft that extends into the second splined female hole,

a first idler gear disposed between and enmeshed with the output and second idler gears,

an endless belt wrapped around the output and second idler pulleys,

a first lubricant fitting connected to the distal end of the output shaft for supplying lubricant to the first splined female hole,

a second lubricant fitting connected to the distal end of the idler shaft for supplying lubricant to the second splined female hole,

an input gear and a third idler gear, the third idler gear disposed between and enmeshed with both the second idler gear and the input gear.

25. (new) The damped gear train of claim 24 wherein the first idler gear has a radius, the second idler gear has a radius and the output gear has a radius, the radius of the first idler gear being smaller than the radii of the output gear and the second idler gear.

26. (new) The damped gear train of claim 24 wherein the first and second lubricant fittings are connected to at least one pressurized lubricant supply.

27. (new) The damped gear train of claim 24 wherein a first bleed port is disposed at the closed end of the first splined female hole.

28. (new) The damped gear train of claim 24 wherein a second bleed port is disposed at the closed end of the second splined female hole.

29. (new) The damped gear train of claim 24 including a tensioner which engages the belt.

30. (new) The damped gear train of claim 29 wherein the tensioner includes a tensioner pulley that engages the belt.

31. (new) The damped gear train of claim 30 wherein one of the output and second idler pulleys is connected to a shield and the tensioner pulley is connected to a tensioner arm that is connected to the shield.